

LOCATION: Beaufort Park
Aerodrome Road
London
NW9 5JH

REFERENCE: 20/0276/FUL Validated: 17.01.2020

WARD: Colindale Expiry: 17.04.2020

APPLICANT: St George (West London) Ltd

PROPOSAL: Construction of a building of part 8, part 9, part 13 and part 21 storeys to comprise 393 residential homes and 578.5sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping

RECOMMENDATION

Recommendation 1

The application being one of strategic importance to London it must be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

Recommendation 2

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Service Director Planning & Building Control.

- Legal Professional Costs Recovery

The Council's legal and professional costs of preparing the Agreement and any other enabling arrangements will be covered by the applicant (if necessary, can clarify that this will be an external party – Sharpe Pritchard).

- Enforceability

All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

- Indexation

All financial contributions listed to be subject to indexation.

- Residential Travel Plan (RTP)

- Full RTP that is ATTrBuTE and TRICS compliant to be submitted for approval at least 3 months prior to occupation of the development
- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final unit.
- RTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- RTP Champion in place at least 3 months prior to occupation and for the lifespan of the RTP until the RTP Review 5 years after 1st occupation of the final unit approved.
- £300 per unit RTP Incentive Fund for residents to select 2 out of 3 travel incentives – bike voucher, Oyster card, car club membership/use (up to maximum of £ £117,900)
- RTP monitoring fee of £15,000;
- Car club – 2 spaces to be provided on site with a mechanism to add further vehicles if usage is recorded at 75% or above

- Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. The number of outcomes (apprenticeships, work experiences, end use jobs etc) would be associated with the value of the development and would be based upon the formula set out within Appendix B (Calculating Resident Outputs for Development Schemes) of the Barnet Delivering Skills, Employment, Enterprise and Training SPD. Based, on the scheme value – the following outcomes would be secured:

Non-Financial Obligation	Outputs
Progression into Employment (unemployed under 6 months)	9
Progression into Employment (unemployed over 6 months)	6
Apprenticeships (minimum NVQ Level 2)	16
Work Experience	20
School/College/University Site Visits	189
School/College Workshops	104
Local Labour	20%

Any outcomes not delivered would be subject to a financial contribution of £20,000 per apprenticeship and £5,340 for every other employment outcome.

- Affordable Housing

Affordable housing to be provided in line with the approved affordable housing schedule set out below:

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	22	27	0	49 (13%)	125 (12%)
London Affordable Rent	0	15	35	26	76 (19%)	239 (23%)
Total	0	37	62	26	125 (32%)	364 (35%)

Early stage review mechanism to be secured to be triggered if scheme not implemented within agreed timescale. The formula for this is set out within the Mayor's Affordable Housing SPG.

Nomination rights to be granted to LBB for all affordable rented accommodation.

- Carbon Offset Contribution

A carbon offset contribution of £350,384 to be secured in accordance with the Mayor of London's Zero Carbon target for new developments if the development fails to achieve the necessary carbon reductions. The formula for calculation of the contribution is as follows: *(CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800*. This payment would be phased in installments with payment triggers linked to the development.

- Transport/Highways and Public Realm

S278 works on the public highway to improve the existing footway between the 'red line boundary' of the applicant site, and the extents of the frontage of the Block D site on Aerodrome Road.

A wayfinding strategy to include signage of Legible London standards or any borough adopted standard to improve legibility between the site and Colindale Station / Local Centre to be agreed by the LPA and implemented.

- Active Travel Zone

In line with the iTP London Plan Healthy Streets Approach, the applicant shall commit to delivering Active Travel Zone measures to include some or all of the following:

- shade and shelter points;
- green infrastructure, soft landscape planting, trees and places to rest;
- public artwork.

The final scope of works shall be agreed with the Council and TfL and a commensurate financial contribution based upon a costed scheme of improvements shall be made to the Council.

- Colindale Station Contribution

A financial contribution of a minimum of £63,737 shall be made towards the costs of the Colindale Station upgrade works. The final amount shall be commensurate with the impact assessed following revised trip generation figures to be agreed with the Council and TfL.

- Bus Stop Contribution

The applicant shall commit to providing funding for the provision of 2 bus shelters on Aerodrome Road. The final amount shall be commensurate with the cost of a costed scheme for the provision of the shelters.

- Traffic Management Order

A contribution of £2000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

- Controlled Parking Zone Review

A contribution of £2500 for review of the CPZ, as well as associated consultations (pre and post development) and potential implementation to be secured.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control approve the planning application reference 20/0276/FUL under delegated powers, subject to the conditions set out within Appendix 2 of this report.

That the Committee also grants delegated authority to the Service Director Planning and Building Control, Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

MATERIAL CONSIDERATIONS

Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. The Core

Strategy and Development Management Policies documents were both adopted by the Council in September 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

The London Plan

The London Plan (2016) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and

Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

ITP Replacement London Plan 2017

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

The Inspector Panel Report following the Examination in Public was published in October 2019. The Inspector Panel was broadly supportive of the majority of the DLP, subject to several changes being made. The Mayor has subsequently declared in December 2019 it's 'intention to publish', accepting some but not all of the Inspector's recommendations. As not all of the Inspector's recommendations have

been accepted. It is for the Secretary of State to decide whether the DLP can proceed to adoption.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound. Nevertheless, the London Plan 2016 remains the statutory development plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that account needs to be taken of emerging policies.

Barnet Local Plan

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS6 Promoting Barnet's Town Centres

- CS7 (Enhancing and protecting Barnet's open spaces)
- CS8 (Promoting a strong and prosperous Barnet)
- CS9 (Providing safe, effective and efficient travel)
- CS10 (Enabling inclusive and integrated community facilities and uses)
- CS11 (Improving health and well-being in Barnet)
- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM05 (Tall Buildings)
- DM06 (Barnet's Heritage and Conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM11 (Development principles for Barnet's town centres)
- DM13 (Community and education uses)
- DM14 (New and existing employment space)
- DM15 (Green belt and open spaces)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

A number of local and strategic supplementary planning guidance (SPG) and documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

- Sustainable Design and Construction (April 2013)
- Residential Design Guidance (April 2013)
- Planning Obligations (April 2013)
- Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

- Barnet Housing Strategy 2015-2025
- Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
Affordable Housing and Viability (2017)

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

Environmental Impact Assessment Regulations (2017)

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

The process ensures that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the local planning

authority before it makes its decision. This allows environmental factors to be given due weight when assessing and determining planning applications.

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 residential units.

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations. On this basis no Screening Opinion was sought from the LPA.

An informal EIA scoping request, was submitted to the London Borough of Barnet (LBB) as the relevant planning authority by Avison Young on behalf of St. George West Ltd. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) for a proposed development at Beaufort Park. The LPA subsequently issued an informal scoping response confirming that the proposed scope of the ES was acceptable.

The current application is thus accompanied by an ES, the scope of which has been agreed by the LPA, fully in accordance with the Regulations.

PLANNING ASSESSMENT

1.0 Site Description

- 1.1 The application site comprises of a 0.95-hectare site located within the Beaufort Park development. The site is currently designated as Block D to be delivered as part of the wider masterplan for Beaufort Park. The site is located to the south-east of the wider site and adjoins Aerodrome Road to the south. Building C adjoins the site to

the west, Building E and Building F to the east and the Beaufort Square are of open space is located to the north of the site. To the south of the site on the opposite side of Aerodrome Road is the Colindale Gardens development (formerly the Peel Centre) and specifically a large area of public open space within the development, Peel Square.

- 1.2 In terms of the current status of Beaufort Park, Buildings A, B, C, E and G of the development are now complete and Building F is currently under construction. The image below shows the location of Building D in red within the context of the Beaufort Park site.



- 1.3 The application specifically relates to Buildings D3 to D7 within Building D as identified in red in the image above. The remainder of Building D (D1 and D2) lies to the north and benefits from a separate Reserved Matters Consent (14/07066/RMA) to which a separate Non Material Amendment under Section 96A has been submitted which would be approved under delegated powers alongside the current application if minded for approval. Please see Paragraph 2.12 of this report for further details. The parking and podium deck within the entire Building D form part

of the current application for Buildings D3-D7, however both are shared across the building (including Buildings D1-D2).

- 1.4 In terms of location, Beaufort Park has a Public Transport Accessibility Level (PTAL) ranging between 2 and 3. The site is located within 0.7 miles of Colindale Underground Station whilst there are also a number of bus stops located in proximity to the site on Aerodrome Road and Grahame Park West.
- 1.5 There are no listed buildings within the application site and the site is not located within a conservation area. There are, however, several listed buildings within 1km of the application site, including a relocated police phone box on Aerodrome Road and the Grahame White Hangar, Royal Air Force Museum aircraft hangars and Watch Tower located within the RAF Museum based to the north of the Site. The Site is situated within Flood Zone 1.

2.0 Proposed Development

- 2.1 Permission is sought for the construction of a building of part 8, part 9, part 13 and part 21 storeys to comprise 393 residential homes and 578.5sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping.
- 2.2 The application relates to Block D of the Beaufort Park development and specifically Buildings D3-D7 within the block. The application is a “drop-in” application which would supersede the extant consent for the subject buildings. The Proposed Development would provide 393 homes which would represent an uplift of 156 homes over and above that which was approved under the extant 2015 consent for Buildings D3-D8.
- 2.3 As a drop-in application, the application would supersede the details approved under the extant consent and the main changes that would arise are set out below:
 - An increase of 156 homes;
 - An increase in the proportion of affordable homes from 33% to 35% (by habitable room) and number of affordable homes from 70 to 125.
 - Heights of the buildings have increased, as follows:
 - Buildings D3, and D7 from 7 storeys to 8 storeys;
 - Building D4 from 10 storeys to 21 storeys in part;
 - Building D5 from 7 storeys to 9 storeys; and
 - Building D6 from 9 storeys to 13 storeys.
 - An increase of 221.5 sqm of commercial floorspace;

- An increase in the provision of cycle parking spaces, to accommodate the increased number of homes and changes to planning policy requirements; and
- An increase in the provision of private amenity space to accommodate the increased number of homes.

Land Uses

2.4 In terms of the proposed land uses, the development would predominantly comprise of residential accommodation with the following proposed mix (shown comparatively with the extant consent).

Homes	Extant Consent		Proposed	
	Quantity	%	Quantity	%
Studio/Manhattan	28	11.8%	26	6.6%
1B	63	26.6%	159	40.5%
2B	112	47.3%	143	36.4%
3B	34	14.3%	65	16.5%
Total	237	100	393	100

2.5 In terms of affordable housing, the application proposes to provide 35% of the residential units as affordable with the following proposed mix.

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	22	27	0	49 (13%)	125 (12%)
London Affordable Rent	0	15	35	26	76 (19%)	239 (23%)
Total	0	37	62	26	125 (32%)	364 (35%)

2.6 As well as the predominant residential use, the proposed development would accommodate some commercial uses at ground floor level. A total of 578.5 sqm of commercial floorspace would be provided with the application seeking permission for a flexible use of A1 to A5, B1, B2, D1 and D2 uses. The commercial space would be spread across the development as follows:

Building	Extant Consent (sqm)	Proposed (sqm)
D3	0	0
D4	0	204
D5	91	123.10
D5	74	150.64
D6	192	99.76
Total	357	578.50

Scale and Layout

- 2.7 The current application proposes building heights which would increase those of the extant consent across all of the subject buildings. The proposed heights comparative to the extant consent is set out below.

Building	Extant Consent No of Storeys	Proposed No of Storeys
D3	7	8
D4	10	21
D5	7	9
D6	9	13
D7	7	8
D8	7	N/A

Landscaping

- 2.8 The proposed landscaping of the development would continue the established character of the street scene and semi-private amenity spaces provided across the Beaufort Park development. The development would provide a central landscaped podium area which would accommodate a semi-private central amenity space along with private residential terraces.

Car and Cycle Parking Provision

- 2.9 The proposed car parking provision for the development would be accommodated with a lower ground, upper ground and first floor level within the three storey undercroft car park. The car parking is shared across the entire D Block. The car parking provision would be as follows:

Type	Extant Consent	Proposed
Accessible (Blue Badge)	17	30
Standard	308	267
Total	325 (D1-D8)	294 (D1-D7)

- 2.10 As set out, 10% of the residential spaces will be for blue badge holders and these are positioned throughout the car park, but mainly focused towards the core entrances. Electric car parking will also be provided at 20% active provision and 80% passive provision.
- 2.11 In terms of cycle parking, the development would provide 928 cycle spaces including 18 short stay spaces provided externally and 4 long stay spaces provided internally for the commercial units.

Non-Material Amendment Application (20/2005/NMA)

- 2.12 This full application is submitted concurrently with a *Non Material Amendment (NMA) which seeks to amend the approved Reserved Matters consent for Buildings D1 and D2.*
- 2.13 The NMA proposes minor internal and external changes to Buildings D1 and D2 to align with the Application for Buildings D3-D7. Internal layout changes include a revised mix of homes whilst retaining the same number overall. The NMA also proposes some minor amendments to balcony and window positions on the east, west and south elevations and internal courtyard elevations of Buildings D1 and D2 to ensure consistency with the facades proposed by the Application for Buildings D3-D7.

3.0 Relevant Planning History

- 3.1 On the 8th April 2005 outline planning permission (ref: W00198AA/04) was granted for a major mixed use development of 2,800 homes and 7,850 sqm of commercial floorspace (use class A1 to A3, B1, D1 and D2) of the former RAF East Camp Site, Hendon, now known as Beaufort Park. The following description of development was approved:

“Redevelopment of Site comprising 2800 residential units (Class C3), approximately 7850 sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class C3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements (OUTLINE)”

- 3.2 On 20th August 2009 full planning permission was approved for erection of 190 homes and 799 sqm of commercial floorspace (use class A1 to A5 and B1 use) with associated access and car parking for Building C3, C4 and C15, following the relocation of the watchtower building to the adjoining RAF museum.

3.3 Following the grant of outline planning permission in 2005 and full planning consent for Building C in 2009, a number of Reserved Matters Applications and details pursuant to condition 6 have been approved in relation to all buildings across the site. In addition, a number of amendment applications have been submitted and approved. A number of these buildings are completed and now occupied.

3.4 Beaufort Park as consented currently comprises 3,231 homes, including 2,595 private homes and 636 affordable homes, once the construction of each of the approved buildings has completed. Since starting on Site in 2006, St George has constructed 2,468 homes (78% of the total number of homes), including 566 affordable (89% of total number of affordable homes). Approximately 763 homes remain to be constructed, including 70 affordable homes.

3.5 In specific relation to Block D, Reserved matters were approved on 12th November 2009 (ref: H/02713/09) for 350 homes.

3.6 Further to the approval of the Reserved Matters application, Buildings D3-D8 were the subject of a separate full drop-in application (ref. 14/07064/FUL) which was approved on 21st April 2015 for the following:

“Construction of a building of 6 cores of up to 10 storeys to comprise 237 residential homes and 357 sqm GIA of commercial floorspace (A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping (This application is accompanied by an Environmental Statement).”

3.7 This permission has been implemented and remains extant and is referred to in this Statement as the “Extant Permission”.

3.8 An application (ref.19/3370/FUL) was submitted on 7th for Full Planning Permission in relation to Building D for the following works:

‘Construction of a building of part 8, part 9, part 13 and part 21 storeys to comprise 413 residential homes and 578.5 sqm GIA of commercial floorspace (Use Classes A1 to A4, B1, B2, D1 and D2), including associated car and cycle parking and landscaping.’

3.9 The application was withdrawn on 14th October 2019.

4.0 Consultations

- 4.1 As part of the consultation exercise, 2293 letters were sent to neighbouring occupiers with 220 objections and 2 letters of support subsequently being received.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. For the sake of brevity, objections have been summarised and categorised for officer response.

Objection	Officer Response
<p>The proposals are a major change to the outline planning permission and residents chose to purchase flats based upon this. Major changes to the outline planning permission are unacceptable.</p>	<p>There is no planning policy or legislation which restricts the Applicant’s ability to apply for new planning permissions, or indeed to amend existing planning permissions relating to Beaufort Park. The LPA have a statutory obligation to consider planning applications on their own merit.</p>
<p>The application represents overdevelopment and proposes and excessive density of development</p>	<p>Whilst the proposed density exceeds the optimum densities set out within the current London Plan density matrix, the development has been subject to a design-led approach in line with the Draft London Plan.</p> <p>Beaufort Park as originally consented was a high density site; the original Beaufort Park masterplan approved 2,800 homes, at a density of 275 dph. Beaufort Park as currently consented comprises 3,231 homes. Accordingly, the existing density of the wider Beaufort Park masterplan area is 317 dph. The proposed density of the site, accounting for the uplift by 156 homes, increases the site wide density of the masterplan to 332 dph (an increase of only c.5%).</p> <p>It is also important to note that the London Plan also outlines that the density matrix should not be applied mechanistically. Officers consider that the proposed density is acceptable and</p>

	<p>the density of the scheme is assessed fully within Section 6.0 of this report.</p> <p>In terms of overdevelopment, the environmental, townscape, transport and social infrastructure capacity of the area has been assessed and considered and these assessments have not identified any negative impacts arising from the proposed development. These are all discussed within the relevant sections of this report.</p>
<p>The height and scale of development is excessive.</p>	<p>The site is located within the Colindale and Burnt Oak Opportunity Area which is considered to be an area suitable for the delivery of tall buildings, as reflected in the London Plan and in Policy CS5 of the Local Plan.</p> <p>Since the grant of outline planning permission for Beaufort Park in 2005 and the extant drop-in 2015 consent, the character of Colindale has developed and the area now includes a number of tall buildings including those within Colindale Gardens (up to 25 storeys) and the proposals at Colindale Station where consent has recently been granted for a residential building of 29 storeys</p> <p>The immediate context of the development has also changed since the extant permissions were consented and the Peel Square public open space has been implemented immediately to the south of Block D. The open space creates a visual gap to the south of the application site which is enhanced by the pedestrian way creating a clear legible linear route leading directly to the site of the proposed 21 storey element of the development.</p>

	<p>Officers consider that the context to the south and the manner in which it has created a linear focus on the southern end of the application site creates clear opportunity for a taller marker building to be situated aligned with the linear route. The 21-storey element of the development would thus significantly enhance the legibility of the immediate context.</p> <p>The proposed heights are therefore considered to be appropriate within the context. A tall building assessment is undertaken in Section 9.0 of this report.</p>
<p>The scheme incorporates poor design and architecture.</p>	<p>The proposed new building designs have sought to respect the existing context of Beaufort Park whilst responding to the emerging built context of surrounding developments, including Colindale Gardens with its' predominantly brick aesthetic.</p> <p>The design changes are considered to improve the appearance of the buildings by proposing a simpler and more contemporary architecture, whilst still having regard to the original principles established in the Beaufort Park masterplan and include:</p> <ul style="list-style-type: none"> - Façade materials which create a contemporary appearance with buff brick that blends with existing and consented adjacent schemes including the wider Beaufort Park masterplan and Umber Court within Colindale Gardens; - Architectural features including stacked balconies and parapets have been introduced to Building D4 to add emphasis and punctuation to its height;

	<ul style="list-style-type: none"> - A stepped approach to the façade elevations has been adopted, using grey brick in recesses to reduce the overall perceived scale of the building; - Hard and soft landscaping is also proposed which will continue the established character of the high quality landscaping within Beaufort Park; - Provision of high quality public realm within the ownership boundaries and provision of a linear park to the south of Beaufort Park Square, which ties in with aspirations for the wider Colindale area; <p>The proposals have been designed within the same footprint as the Extant Permission with the exception of a minor realignment of the Building along Aerodrome Road. As such, the layout of the masterplan remains unaltered and there will therefore be no severance of Buildings E and F.</p> <p>Officers consider that the scheme is well designed and would fit in well within its context. The design of the scheme is discussed fully in Section 9.0 of this report.</p>
<p>The development would have an unacceptable daylight and sunlight impact on surrounding properties.</p>	<p>In terms of daylight, the only neighbouring receptors where there would be a less than 50% compliance is in Building E1, E7 and E8 (25%) and in Building D1 and D2 (48%). In assessing the acceptability of the likely daylight impacts it is important to note the extent to which the assessed windows fall below the BRE target values. In respect of Building E1, E7 and E8, 90 of the 197 (45%) of the windows would</p>

	<p>experience VSC losses of greater than 0.6 their former value whilst 37 out of 54 (69%) windows Building D1 and D2 would also experience losses above the 0.6 threshold demonstrating that they only marginally fail the VSC test.</p> <p>As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that a compliance level of 58% represents a good level of compliance in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.</p> <p>In terms of sunlight, officers consider that, in the whole, the development would achieve a good level of compliance in terms of sunlight. Where there are lower levels of compliance such as in Buildings C8 and C8A, the levels are still above 50%. Again, where there are lower levels of compliance this must be balanced against the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. On this basis, officers consider that the sunlight impact of the proposed development would be acceptable.</p> <p>The daylight/sunlight impact of the development is discussed fully in Section 10 of this report.</p>
<p>The development proposes inadequate levels of parking and would increase parking stress within Beaufort Park.</p>	<p>In terms of parking, the consented parking site wide ratio for Beaufort Park is currently 0.7 spaces per home. The proposed scheme reduces this to 0.66 spaces per home (site wide ratio) and</p>

0.55 spaces per unit within Building D which is considered to be a minor reduction and is in accordance with the maximum standards set out in LB Barnet's policies, including Policy 3.5 of the CAAP which encourages a lower provision of 0.7 spaces per home. In addition, adopted and emerging London Plan policy supports reducing parking delivery further; London Plan Policy 6.13 aims to achieve an appropriate balance between promoting new development and preventing excessive car parking provision and states that all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit. Draft London Plan Policy T6 further reinforces this approach, stating that car free development should be the starting point for all development proposals in places that are well connected by public transport. In addition, the Draft Local Plan seeks, within Draft Policy TRC03 to reduce the standards set out in the adopted Local Plan indicating that the direction of travel within LBB is to reduce car parking provision. It should also be noted that LBB Highways and the GLA have requested a lower parking provision (see Paragraph 4.6).

Furthermore, comprehensive survey work was undertaken to support the planning application which demonstrated that there is spare capacity within the wider site to accommodate parking as a result of the additional homes. The assessment also analysed car ownership levels and the data illustrated that car ownership levels have been decreasing in Barnet and in comparable areas between 2001 and 2011 and further reductions can be expected between 2011 and 2019.

	<p>Likewise the proportion of car free households has increased. This demonstrates that the need for parking is likely to decrease in the future, supporting a lower ratio, although the spare capacity can accommodate additional cars in any case.</p> <p>Additional car parking survey work has been undertaken since the application was submitted which further assesses parking demand within the site. This demonstrates that there is 27-28% spare capacity across the site. This does not include the additional 294 car parking spaces that are proposed within the basement of Building D and future residents of Building D will not be permitted to park elsewhere in Beaufort Park. There will therefore be no impact on the number of spaces available to existing residents.</p> <p>It is likely that visitors to the development will be travelling by public transport. For those driving Pay and Display bays on street around the Estate can be used. Should they be travelling by bike 1 visitor cycle spaces will be provided externally within the public realm at ground level. 4 spaces are also provided externally for the commercial uses in addition to 4 internal spaces.</p> <p>Car Parking is fully discussed in Section 15 of this report.</p>
<p>The general public use the roads within Beaufort Park as a cut through and the proposals will make this situation worse.</p>	<p>Access through the site is an existing situation which is dictated by the extant 2005 consent. The current drop-in application does not propose to alter the road network within or outside of the site. On this basis, officers consider that the proposed development would not exacerbate the current situation.</p>

<p>The development would result in an unacceptable impact on local infrastructure.</p>	<p>The Socio-Economics assessment submitted as part of the Environmental Statement has considered the impact of the proposed additional homes on education provision, healthcare, and open space and the conclusions of this demonstrate that there will be no significant adverse impacts as a result of the proposed development.</p> <p>The scheme will be liable to the Community Infrastructure Levy, and will generate additional payment of c. £6.3million comprising £4.6m extra LBB CIL and £1.7m extra Mayoral CIL which will fund strategic highways/junction improvements, town centre improvement projects, education facilities, health facilities, community and leisure facilities, and parks and open spaces.</p>
<p>The consultation exercise for the application was inadequate.</p>	<p>The LPA has fulfilled statutory obligations in respect of the consultation undertaken which meets with the requirements of the DMPO.</p> <p>In addition, St George is committed to consulting with the community in respect of the proposals for Beaufort Park. A number of consultation methods have been used to allow the development team to gauge the local community's perception of the proposals and relay any comments or discussion points to St George to review against the proposals.</p> <p>These include contact with the local elected representatives and two public consultation sessions in May 2019. After the consultation events, which were not well attended, a follow up letter was delivered to all residents at Beaufort Park in June 2019. This letter summarised the proposals and provided a link to a dedicated website where all</p>

	<p>the relevant material was provided along with a contact address for feedback.</p> <p>A meeting with the Beaufort Park Residents Association was also held in June 2019 between the executive committee and members of the St George project team, providing an opportunity to further discuss the proposals and any concerns raised. A follow up meeting was held In October 2019 to inform the Residents Association of the withdrawn application and the proposed submission of the amended proposals.</p> <p>Letters were sent confirming details that the application was withdrawn in October 2019 and a letter confirming the application had been re-submitted was issued in February 2020.</p>
--	---

Responses from External Consultees

4.3 The responses received from external consultees can be summarised as follows:

Consultee	Response
Metropolitan Police – Designing Out Crime Officer	No objection subject to an application requiring that the application attains Secured by Design certification.
Matthew Offord MP	<p>Objection received based on the following:</p> <ol style="list-style-type: none"> 1. Like the previous application for the site, it is a considerable divergence from the master plan which was agreed with LBB. The height and density constitutes a significant overdevelopment within the Aerodrome Road Corridor and will have an adverse impact on the skyline and wider area;

	<ol style="list-style-type: none"> 2. A building of 21 storeys will completely alter the appearance, symmetry and attractiveness of Beaufort Park, it will dominate a development which is mid-rise not high rise; 3. The view of Beaufort Park from Aerodrome Road would be wholly altered by a tower block of 21 storeys; 4. The 21 storey building will overshadow and block the sun from a number of existing properties as well as the main park of the development; 5. The proposals will introduce high-rise, high density living which was never intended for Beaufort Park. The number of homes per hectare will increase significantly. This will put significant additional pressure on local infrastructure particularly in light of other developments taking place in the area. The development would also increase pressure on existing communal areas/open spaces. 6. Parking provision on the estate is already at a premium and these proposals will reduce the parking ratio further and put further pressure on local roads which are already at capacity. <p>I am most concerned at the extent to which the application would depart from the original plan for Beaufort Park. The proposals will have a detrimental effect on the visual aspect of Beaufort Park and will have an adverse impact on the quality of life for residents.</p>
Thames Water	No objection subject to condition on piling.

Greater London Authority	<p>Stage 1 Response (strategic issues summary).</p> <p><u>Principle of development:</u></p> <p>The proposal for new homes and commercial space in the Colindale and Burnt Oak Opportunity Area is supported (paragraphs 20-22). Housing: 35% of the scheme by habitable room (32% by unit) is proposed as affordable housing, split 66%/34% London Affordable Rent/shared ownership. This offer accords with the 35% threshold for the Fast Track Route as set out in Policy H5 of the Mayor's intend to publish London Plan and so is supported. Grant funding must be investigated and further detail on the affordable rent levels and the shared ownership income thresholds should be provided before the proposal can be considered under the Fast Track Route. If eligible for the Fast Track Route, an early stage review must be secured .</p> <p><u>Urban design and heritage:</u></p> <p>The general layout, height and massing are supported in principle; however, the Council should clarify if the adverse daylight and sunlight impacts on Building E are acceptable before the tall building is acceptable. The applicant should incorporate individual direct entrances at ground floor, address the daylight impacts on the single aspect north facing units, provide inset balconies above the tenth storey and consider an extra core within Building D3. A fire statement should be prepared and submitted before the application is referred back to the Mayor at Stage 2. Less than substantial harm is caused to the significance of the Grade II listed Grahame-White Watch</p>

	<p>Tower and Office and the RAF Museum which is outweighed by the public benefits of affordable housing and new homes and jobs in the Opportunity Area.</p> <p><u>Transport:</u></p> <p>A contribution towards the Colindale station upgrade scheme should be secured once the amount is confirmed. The level of car parking should be reduced. Measures to support active travel and delivery of the Ten Healthy Streets indicators within the development and on local streets should be secured. Further information on air quality, energy, water and urban greening is required.</p> <p><i>Following the Stage 1 response, further information was provided by the applicant to address the outstanding matters relating to design and energy/sustainability were provided to the satisfaction of the GLA.</i></p>
London Fire Brigade	Satisfied with the proposals in terms of fire access and no objections.

- 4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

Responses from Internal Consultees

- 4.6 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	No objections subject to conditions on contaminated land, noise and air quality.
Transport and Highways	<u>Proposed Development – Summary</u>

393 residential units with 578.5sqm of commercial units (use class A, B and D). 906 residential cycle parking spaces, 1 visitor cycle parking spaces and 8 cycle parking spaces for the commercial use.

294 car parking spaces at a ratio of 0.55 spaces per unit.

2 loading bays, one on the west and one on the east side of the development, situated appropriately to best serve the commercial, and residential, uses on site.

Car Parking & Travel Demand

The site is located within the Colindale area CPZ, however there are no streets within a 200m walk distance that could accommodate residents parking (as per the Lambeth Methodology) and as such we do not have any concerns relating to this.

The applicant has proposed a parking ratio for the residential properties in the region of 0.55 spaces per unit. Whilst this is on the high side when compared to recent approved developments such as the Former Telephone Exchange, Sainsburys The Hyde and Rushgrove's development within The Hyde area which is approximately 2.0km from the site, it is comparable to other recently permitted developments within the Colindale area.

The higher level parking provision does not necessarily create additional car based trips from this site, as the sustainable transport mode is suggested to be, and likely to be, by far the largest share of trips. Nonetheless, we maintain our position that the parking ratio be no higher than 0.5 as per GLA policy for residential developments within Opportunity

Areas, noting that this site does fall inside the Colindale and Burnt Oak Opportunity Area.

We request that the applicant make this revision to their car parking provision accordingly.

The proposed development is located on Aerodrome Road, to the eastern side of the Beaufort Park development, opposite Colindale Gardens. The site has a moderate PTAL of 2, but benefits from being within a 12min walking distance of Colindale LUL Station. The site also benefits from frequent bus services which pass to the south and the north of the Beaufort Park site as a whole. Please see further information in the 'Stations' section below.

Two car club spaces with an appropriate on-street position are to be agreed and funded by the developer. Monitoring of the use of these car club vehicles will occur as part of the Travel Plan process, and if it is found that additional car club bays / vehicles are required to support the development we would expect that additional bays and vehicles will come forward.

A car parking management plan, which sets out how the various car parks and disabled parking will be managed, including ensuring that disabled spaces are allocated on the basis of need and not attached to a particular flat or leased long term, should be secured by condition. Disabled / Accessible parking spaces are to be provided to Draft London Plan standards throughout the proposed development.

Stations

We have not identified any significant impacts at Colindale LUL Station and it should be noted that this proposal is for 156 additional units over and above those already approved as part of the original outline application for the Beaufort Park site. The Transport Assessment shows that these additional units would result in 47 additional AM peak trips, and 44 additional PM peak trips, which is less than 1 person per minute, and less than 4 people per southbound service.

We have no concerns with these additional flows.

Pedestrian and Cyclist Access

The applicant has presented an Active Travel Zone assessment for the development. The ATZ includes a review of the key links around the Colindale area itself and highlights issues with accessibility along Colindale Avenue, particularly past Colindale LUL Station toward the A5 which is more likely to be used as a route for pedestrian and cyclists to reach the numerous major food stores which are located in this area.

Pedestrian and Cyclist passage through Colindale Avenue during peak times is notably challenging due to congestion on both the footways and carriageway, however this again eases after Colindale LUL Station is passed. The LBB scheme to improve Colindale Roundabout and Colindale Avenue itself should assist with improving both of these situations, however the timescales for these projects are presenting unclear.

Cycle parking

To be provided to London Plan and LCDS Standards. The applicant has worked toward improving the cycle parking offer for Block D and will now provide a much wider range of cycle stand types and improvements to aisle widths and layout, so that the accessibility of the stores is improved and to ensure that all residents can find a suitable space to securely leave their bicycle.

The applicant have also committed to providing bicycle maintenance stands and pumps in fixed locations within stores, on the basis that at least 1 of each of these are available to all residents regardless of their tenure. This is supported and we are happy to accept the revised cycle parking proposals.

The majority of the cycle stores are accessed from inside the Block D residential car park, with a segregated pedestrian / cyclist access route provided to enter this car park. This is acceptable.

Cycle parking for the Commercial units can be Conditioned and accommodated within the curtilage of each unit, or alternately, immediately outside the unit in the publicly accessible private realm.

Buses

The development proposals will result on an additional 13 bus trips during the AM peak, and 13 additional trips in the PM peak. We do not envisage that this would create any issues for the existing bus services around the Beaufort Park site.

Freight

	It is proposed that deliveries and servicing take place from within the Beaufort Park site, and loading facilities are being provided on both sides of the development to facilitate these activities. A full A Delivery and Servicing Management Plan will need to be secured by conditioned. A Demolition and Construction Management Logistics Plan (DMLP/CMLP) should also be secured by condition.
SUDS/Drainage	Recommended that a revised SUDS document is secured by condition prior to the application commencing.
Arboricultural Officer	No objection subject to condition on landscaping.
Affordable Housing	The development should provide 40% affordable housing with a ratio of 60:40 tenure in relation to affordable rent and intermediate homes respectively.

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

PLANNING ASSESSMENT

5.0 Principle of Development

- 5.1 The application site represents Block D of the consented Beaufort Park development which has consent to deliver 3,231 homes across the wider masterplan. The site is located within the Colindale Regeneration Area and within the Aerodrome Road Corridor of Change where residential redevelopment is promoted through Policy CS1 with 8,100 new homes expected in the Colindale Regeneration Area by 2026. Block D of Beaufort Park also benefits from an extant drop-in consent which comprised an uplift in residential units along with commercial units at ground floor level. Officers consider that there is therefore clear precedent for the proposed principle land uses

and mix as well as the principle of the intensification of the residential component of the development.

- 5.2 The Proposed Development includes 578.5 sqm of commercial floorspace at the ground floor fronting Aerodrome Road. Whilst this would represent an increase of 221.5 sqm over the consented permission, as set out above the principle of the inclusion of ground floor commercial uses to Aerodrome Road was established in the outline planning permission and extant planning permission. The proposed quantum, although increased slightly from the extant consent, is limited and would serve the need generated by occupiers of the development and local community and the residents of neighbouring developments including Colindale Gardens.

6.0 Residential Density

- 6.1 London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Taking into account these factors, Table 3.2 of the London Plan sets out a density matrix which serves as guidance for appropriate densities in different locations dependent on the aforementioned factors.
- 6.2 It should be noted that the Draft London Plan, takes a less prescriptive approach and Policy D3 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 6.3 Beaufort Park is also identified in the Colindale Area Action Plan as targeting densities ranging from 120 dwellings per hectare (dph) to 150 dph. The application site is best described as 'urban' defined within the London Plan as "areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes". The Site has a Public Transport Accessibility Level (PTAL) ranging between two and three.
- 6.5 The density of the proposed development across all phases would equate to 332 dph. The optimum density range for a site such as this as set out within the London

Plan density matrix (London Plan – Table 3.2) would be between 45 and 170 units per hectare. The proposed density is therefore in excess of this optimum range.

- 6.8 It is important to note at this stage that the wider consented Beaufort Park scheme is a high-density scheme within the Colindale Regeneration Area with a consented density of 317 dph. The proposed density would therefore only represent an increase of approximately 5% over and above the consented density of the wider site.
- 6.9 Furthermore, the London Plan Housing SPG sets out that development which exceeds the density ranges will not necessarily be considered unacceptable but will require particularly clear demonstration of exceptional circumstances and a sensitive balance must be struck. The document goes on to state inter alia that where proposals are made for developments above the relevant density range they must be tested rigorously, taking particular account of not just factors such as dwelling mix, design and quality, physical access to services and the contribution of the scheme towards ‘place shaping’. In this case, officers consider that
- 6.10 Whilst still an emerging document, Policy D3 of the draft London Plan also places a greater emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph. Policy D4 of the emerging draft London Plan requires additional design scrutiny of schemes which exceed the optimum density ranges. The application is therefore consistent with the draft London Plan policies on density and design.
- 6.11 In this case, the application site has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The London Plan also outlines that the density matrix should not be applied mechanistically and in this case it is considered that, notwithstanding the proposed density being in excess of the optimum range, it is appropriate for the site and in accordance with Policy 3.4 of the London Plan and in accordance with the strategic objectives for housing delivery within the Colindale Regeneration Area.

7.0 Residential Standards and Living Quality

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the ‘sustainable development’

imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Dwelling Mix

- 7.2 Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings and with regards to market housing states that 4 bedroom units are the highest priority and 3 bedroom units are a medium priority.
- 7.3 The development proposes 393 residential units with the following mix of units (shown comparatively with the extant scheme):

Unit Size	Extant	%	Proposed	%
Studio	28	11.8	26	6.6
1 bedroom	63	26.5	159	40.5
2 bedroom	112	47.3	143	36.4
3 bedroom	34	14.3	65	16.5
Total	237	100	393	100

- 7.4 It is considered that the scheme comprises a good mix of housing types and sizes, including a good level of larger family sized units, which have been increased as a proportion above the extant scheme. Whilst there is a larger proportion of 1-bedroom units, this is considered to be appropriate given the site's characteristics and location. This is also counterbalanced by an increase in the number of 3-bedroom units. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Space Standards

- 7.5 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

	Dwelling Type (bedrooms/persons)	Minimum Internal Floorspace (square metres)

Flats	1 bed (2 persons)	50
	2 bed (3 persons)	61
	2 bed (4 persons)	70
	3 bed (5 persons)	86

7.6 All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers.

Wheelchair Housing

7.7 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8.

7.8 The applicant's Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units.

Amenity Space

7.9 Policy 3.5 of the London Plan states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. In addition, Policy 3.5 states that Local Development Framework's should incorporate minimum space standards that conform to those set out in the London Plan and the Mayors Housing SPG. This approach is continued in Draft London Plan Policy D6.

7.10 Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in the table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m ² of space per habitable room	Minor, major and large scale
For Houses: 40m ² of space for up to four habitable rooms	Minor, major and large scale

55m2 of space for up to five habitable rooms 70m2 of space for up to six habitable rooms 85m2 of space for up to seven or more habitable rooms	
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

- 7.10 The development proposes a mix of private and communal amenity areas. Communal amenity space would be provided for the residents of the development semi-private space at podium level. Private amenity spaces would be provided through external balconies to each of the units, all of which meet or exceed the standards as set out in the Mayor's Housing SPG. Block D also sits adjacent to Beaufort Square, a central area of public open space within the wider development.
- 7.11 In light of the provision above, officers consider that the development would be fully policy compliant in terms of amenity space provision.

Children's Play Space

- 7.12 London Plan Policy 3. 6 and draft London Plan Policy S4 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and draft London Plan Policy S4 expect a minimum of 10 sqm. per child to be provided in new developments.
- 7.13 The child yield/playspace calculator was updated in June 2019, and in October 2019, and based on the updated calculator the development would be required to provide 1,453 sqm for the 0-11 age groups and a policy compliant provision is proposed on the podium deck. A condition would be attached to secure details of the play equipment for approval by the LPA.
- 7.14 The child yield for the Proposed Development has been calculated in accordance with the GLA's Shaping Neighbourhood's Play and Informal Recreation SPG. A total of 930 sqm of play space for 0-11 year olds is provided on-site split across the park to the north of Buildings D1 and D2 and on the podium which is compliant with the calculated yield. The space will include features which provide opportunities for playful interaction. This would be landscaped to a high quality and include areas of informal play for children as well as forming a pleasant pedestrian route through the development and a place to sit, meet and relax.

6.75 Child play space should also be considered in the context of the play facilities in the wider Beaufort Park development which provides opportunities for play for all ages, including 12+ years. This includes the residential square (5,112 sqm), a Local Equipped Area for Play (LEAP) (497 sqm) a Local Area for Play (LAP) (143 sqm) and a MUGA (Multi Use Games Area) (398 sqm) located across the wider Site which offer opportunities for play for children of all ages. This totals 6,150 sqm of communal amenity space in addition to the extensive high quality public realm provided across the Beaufort Park Site. Further detail can be found in Section 10 of the Design and Access Statement. In addition, a planning obligation will be secured which will contribute towards the provision of play facilities.

6.76 The Site also has a number of parks within reasonable walking distance including Sunny Hill Park, Silkstream Park, Colindale Park, Rushgrove Park and Copthall Playing Fields which residents would be able to access. On this basis, the proposed playspace provision is considered acceptable.

Privacy

7.15 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.

7.16 Within the internal courtyard area, there would be separation distances of 34 metres and 56 metres between the north/south and east/west facing elevations respectively. Both of these separation distances would be well in excess of the SPD minimum distance of 21 metres for facing windows. Whilst there would be shorter perpendicular separation distances, any harm would be mitigated by the oblique nature of the views and by the proposed privacy screens, details of which would be secured by condition.

Outlook

7.17 In terms of outlook, as set out above the windows within the internal courtyard area, would have separation distances of 34 metres and 56 metres between the north/south and east/west facing elevations respectively. Again, this is well in excess of the recommended minimum separation distance and would provide a good quality of outlook for residents.

Daylight/Sunlight and Overshadowing

- 7.18 A 'Daylight and Sunlight Within' report from Anstey Horne was submitted in support of the application assessing the light within the proposed new dwellings. This report assesses the daylight, sunlight and overshadowing relating to the proposed scheme against the BRE Guidelines. It should be noted that the BRE Guidance is not intended to be applied rigidly. Furthermore, when considering the impacts, it is important to note the design constraints of the Block D development site. The site has been earmarked for development since the outset of the Beaufort Park regeneration and the perimeter block layout in which Block D sits provides a limited space for the final infill block. The footprint of the proposed building is fixed by the existing layout of the masterplan and the distance between the buildings has been retained as per the extant permission, ensuring that there are no overlooking and privacy impacts.
- 7.19 In terms of daylight, the primary method of assessment as set out in BRE guidance for daylight levels of a proposed development is to ascertain the Average Daylight Factor (ADF) which represents the mean daylight factor on the horizontal working plane inside the room and is a measure of the overall amount of daylight in a space. The target ADF for the different habitable room uses are as follows:
- Bedrooms 1%
 - Living Rooms 1.5%
 - Kitchens 2%
- 7.20 The ADF results as set out in the Anstey Horne document sets out that 27 (28%) of the 95 LKD's, the primary living space, tested will achieve the recommended minimum 2% ADF target. Whilst this appears to be low, this figure should be viewed in the context of the ADF results of the extant consent where 4 (12%) of the 33 LKD's tested would achieve 2% ADF target. Whilst there are more windows assessed given the scaled-up nature of the current proposals, it is clear that as a proportion, the ADF compliance as a percentage would be increased over and above the baseline set by the extant consent.
- 7.21 It is also important to note that all of the rooms tested are located beneath balconies which provide the requisite private amenity space but which inexorably would reduce access to daylight in the windows below. The results must also be considered in the context of the depth and multifunctional nature of the LKD's with the primary living space receiving a higher level of daylight. This aligns with BRE guidance which sets out that non-daylit internal kitchens should be avoided wherever possible, but that if the layout means that a small internal galley-type kitchen is inevitable, it should be directly linked to a well daylit living area.

- 7.22 Based on the abovementioned factors and the fact that the daylight results would represent an improvement (as a percentage) over the baseline position, officers consider that the daylighting of the proposed scheme would be acceptable.
- 7.23 In terms of sunlighting, the primary method of assessment as set out in BRE guidance is to assess Annual Probable Sunlight Hours (APSH). BRE guidance recommends that interiors where the occupants expect sunlight should receive at least one quarter (25%) of APSH, including in the winter months between 21 September and 21 March at least 5% of APSH.
- 7.24 The Anstey Horne document sets out that 55 of the habitable rooms were tested for sunlight and the APSH results confirm that 18 rooms (33%) would achieve the recommended 25% APSH with 5% available in the winter months. 12 (21%) of the 55 rooms tested achieve or exceed the 5% winter sunlight target but have total APSH below the target of 25%. All 12 of these rooms would have total APSH of between 19% to 23%.
- 7.25 As with the daylight assessment, it is important to consider these results in the context of the baseline position provided by the extant consent. In the 2015 consent, 11 (44%) of 25 rooms would have achieved the recommended APSH compliance. Whilst the current proposals demonstrate a slightly lower compliance level, the results are not significantly dissimilar to the extant consent.
- 7.26 Again, all those rooms that do not achieve both APSH targets have their window sited below a balcony, which inexorably limits the level of sunlight available to the room below. The lower levels of compliance must also be balanced against the high density urban environment of the location, the wider benefits of the scheme and the strategic context of the site. With these factors in mind, officers consider that the sunlight levels of the proposed scheme would be acceptable.
- 7.27 In terms of overshadowing of amenity areas, BRE guidelines suggest that “at least half of the amenity areas ... should receive at least two hours of sunlight on 21 March.
- 7.28 The report from Anstey Horne sets out that the two sections of the amenity space would receive 0% and 9% direct sunlight on 21st March respectively. Whilst these figures would increase to 98% and 55% when overshadowing is assessed on 21st June, it is clear that there would be a significant shortfall on the primary assessment date of 21st March. This shortfall is also significantly below the levels of direct sunlight consented through the extant scheme. Officers note that residents would have access to both private amenity spaces with largely better lighting conditions

however this level of shortfall must be considered as harmful to the living conditions of future residents. Weight is therefore attached to this level of shortfall which will be fully assessed in the planning balance exercise at the end of this report.

Noise

- 7.29 An assessment of the noise and vibration impacts of the Proposed Development is in the Environmental Statement which includes an assessment of the construction and operational phases of the development.
- 7.30 During the construction phase, the ES sets out that noise impacts are likely to be negligible adverse. Such impacts are largely unavoidable given the nature of the construction process and the surrounding environment. Nevertheless, a robust construction management plan would be secured as part of any permission which would control and mitigate construction activities to ensure that noise arising is minimised.
- 7.31 During the operational phase of development, the ES identifies that any noise impacts would be negligible and arising mainly from road traffic noise, train induced noise, noise from commercial properties and servicing noise. In terms of the commercial premises, the application seeks a flexible permission with the potential for some of the commercial spaces to be occupied as more noise generating uses such as a gym or a pub/restaurant. On this basis, conditions would also be attached relating to opening hours and noise mitigation to ensure that such uses would not have an unacceptable noise impact.
- 7.32 It should also be noted that the noise assessment has been reviewed by the Council's Environmental Health officer who had no objections to the application subject to relevant conditions being attached.

8.0 Affordable Housing

- 8.1 London Plan 2016 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.
- 8.2 The current application is referable to the GLA and as such the Mayors Affordable Housing and Viability SPG is relevant. The SPG sets out a 'fast track' viability route whereby no viability appraisal is required if a development provides a level of 35% affordable housing (calculated by habitable room).

8.3 The proposed development proposes the following affordable mix:

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	22	27	0	49 (13%)	125 (12%)
London Affordable Rent	0	15	35	26	76 (19%)	239 (23%)
Total	0	37	62	26	125 (32%)	364 (35%)

8.4 It should be noted that Mayor's Affordable Housing SPG outlines that affordable housing should be provided on the basis of 30% at low cost rent, 30% an intermediate product and 40% at the discretion of the LPA. Barnet policy seeks to achieve a 60:40 split between rented and intermediate. In this case, the applicant is proposing to provide 65% of the habitable rooms as London Affordable Rent and Affordable Rent, for which there is the greatest need in the borough. Of this provision, 26 units (34%) would be provided as 3-bedroom family sized units, again addressing a identified need in the borough.

8.5 Whilst in line with the Mayor's SPG and qualified for the 'fast track' approach, the scheme is still below the local target of 40% as set out within Policy CS4 of Barnet's Local Plan. However, the proposals deliver affordable housing in excess of the extant consent which is considered to be a benefit. The proposed scheme also improves the tenure split in favour of Affordable Rent when compared to the extant consent. In this respect, the viable position would be substantially below the 35% being offered. The applicant is therefore providing level of affordable, albeit below the 40% local target, that is over and above what the viable position would be which should be seen as a significant benefit to the scheme. It should also be noted that the GLA indicated support for the affordable housing proposals within the Stage 1 response.

8.6 Having regard to all of the above, officers consider that the 35% of the habitable rooms being provided as affordable is acceptable and is a significant benefit to the scheme. Officers also consider that the provision of a significant proportion of the affordable housing provision as LAR is also a significant benefit to the scheme. The level and type of affordable housing provision must therefore weigh heavily in favour of the application in the context of the holistic planning balance assessment.

9.0 Design, Appearance and Visual Impact

9.1 The application relates to Block D, which would comprise of 6 separate but adjoined buildings. The proposed heights of these buildings are shown below comparatively with the extant consent.

	Extant Consent	Proposed
Building	Height (Storeys)	Height (Storeys)
D3	7	8
D4	10	21
D5	7	9
D6	9	13
D7	7	8
D8	7	N/A

9.2 As is clear from the table above, all of the buildings would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a tall buildings assessment of the application must be undertaken.

Tall Building Assessment

9.3 London Plan Policy 7.7 sets out the approach to tall buildings in London requiring that appropriate locations are identified in Local Plan's. The policy sets out design criteria that tall buildings should comply with. Further to this, London Plan paragraph 7.25 defines a tall building as one that is substantially taller than its surroundings, or significantly changes the skyline.

9.4 Draft London Plan Policy D9 (Tall Buildings) states that tall buildings should only be developed in locations that are identified in Development Plans. The impact of buildings in long, mid range and immediate views should be addressed and the environmental impact of tall buildings should also be tested with regard to wind, daylight and sunlight, noise and cumulative impacts.

9.5 Paragraph 3.8.1 to this policy further states that whilst high density does not need to imply high rise, tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing

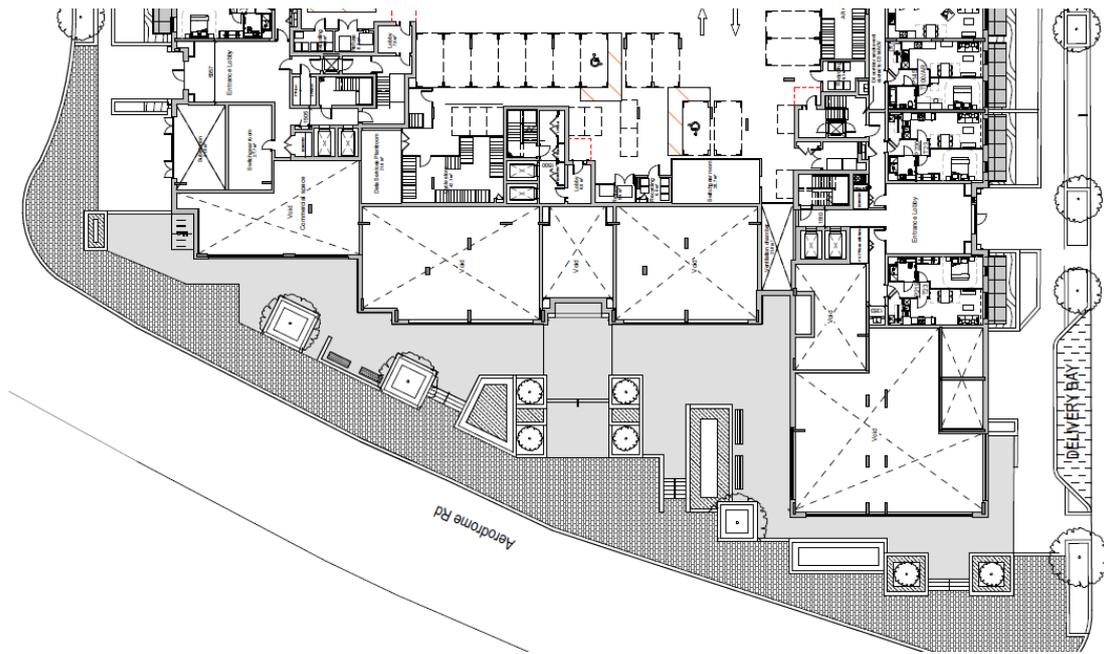
reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges.

9.6 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. The site is located within the Colindale Regeneration Area which is identified as one of the areas suitable for tall buildings by the Policy. Development within the Colindale Regeneration Area is also guided by the Colindale Area Action Plan (CAAP) and policy 5.3 of the document states that the height of new buildings in Colindale will take account of accessibility to public transport, shops and services and the height of existing buildings in the vicinity of the proposal site. The policy goes to state that tall buildings should be of excellent design quality in their own right and enhance qualities of its immediate location and wider setting and should have regard to Guidance on Tall Buildings by CABI and English Heritage. This site is identified in Figure 5.2 of the CAAP as being appropriate for buildings in the range of 6 to 9 storeys.

9.5 Whilst, the principle of tall buildings in this location is acceptable pursuant to the Policy CS5 and its location, it's is apparent that the proposed heights would exceed the range of heights considered appropriate for the site within the CAAP. On this point, it is important to note that extant 2015 consent incorporates a maximum height of 10 storeys (Building D4) and thus has set a precedent for going over and above the range of heights set out in the CAAP. Whilst clearly the scale of the exceedance above the CAAP range is greater within the proposed development, the key assessment is whether the proposed additional height would be acceptable within its context. In order to fully assess this, it is necessary to carry out further assessment under Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.

i) An active street frontage

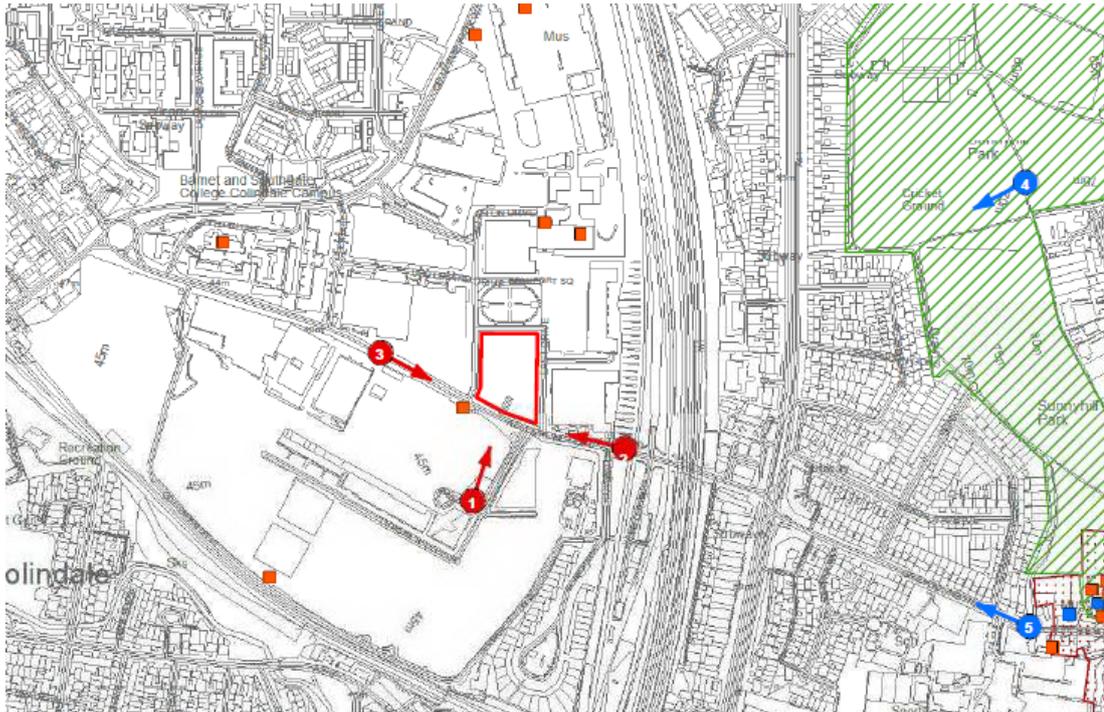
9.6 The development proposes to provide 578.5 square metres of flexible use commercial floorspace at ground floor level. The commercial units would be located at the southern end of D Block fronting onto Aerodrome Road (shown in image below). All of the flexible uses for which the application would provide an active frontage which would fully satisfy the requirements of this criterion. Elsewhere, the development would provide residential core entrances fronting onto the estate roads within the site and providing activation of the frontages.



ii) Successful integration into the urban fabric

9.7 The area surrounding the application site is characterised by a high-density residential development of both an established and an emerging nature. The Beaufort Park development incorporates many tall buildings and rises to a maximum of 18 storeys (Building C10) whilst to the south of the site is the Colindale Gardens development which is currently being built out and which will incorporate a buildings up to a maximum of 25 storeys (an application is also currently being considered which would increase the heights of the buildings across the Colindale Gardens site).

9.8 In order to allow for such an assessment to be undertaken by the LPA, the applicant has provided a Townscape and Visual Impact Assessment (TVIA) within the ES (WSP). In order to ascertain the scope such an assessment, a number of viewpoints were agreed between the applicant and the LPA. These viewpoints are represented in the image below.



- 9.9 View 1 is taken from Peel Square, the large area of public open space located within the adjacent Colindale Gardens scheme. Peel Square, as well as one of the main pedestrian routes through the Colindale Gardens site towards the station. This development to the south has emerged since the extant consent was approved and has significantly changed the context surrounding the application site. As can be seen from the existing view looking north, the open space creates a visual gap to the south of the application site which is enhanced by the pedestrian way creating a clear legible linear route leading directly to the site of the proposed 21 storey element of the development.
- 9.10 Officers consider that the context to the south and the manner in which it has created a linear focus on the southern end of the application site creates a clear opportunity for a taller marker building to be situated aligned with the linear route. The 21-storey element of the development would thus significantly enhance the legibility of the immediate context.



View 1 – Proposed

- 9.18 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 1 would be significant and that the change would be beneficial.
- 9.19 View 2 is taken from Aerodrome Road to the east of the site with Block E of the Beaufort Park development and the northern edge of Colindale Gardens presenting clearly in the view. The 21 storey element would sit centrally within the view situated directly behind the 11 storey corner element of Block E which would offset some of the massing of the 21 storeys.
- 9.20 Aerodrome Road represents a main arterial road passing the south of the site and the 21 storey element would be located at the nexus of this road and the pedestrian route through the Colindale Gardens to Block D. On this basis, officers consider that the positioning of the tall building in this location would again assist in the visual legibility of the area from this view. Furthermore, Aerodrome Road is identified as a corridor of change and incorporates development of a varied scale. This is evident in the proposed view.



View 2 Proposed

- 9.21 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 2 would be significant and that the change would be minor beneficial.
- 9.22 View 3 is also taken from Aerodrome Road to the west of the site. Block C of the Beaufort Park development as well as the northern edge of Colindale Gardens are visible in this view. The proposed development would be visible to the right of the Block C massing and would be of a similar height and scale in this perspective. The proposed development would be largely subsumed by Block C in this view which would reduce the magnitude of the change.
- 9.23 In this view, the scale and the massing of the proposed development would be consistent with the existing scale of development and would be congruent within its context.



View 3 – Proposed

- 9.24 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 3 would be minor and that the change would be beneficial.
- 9.25 View 4 is a long range view taken from Sunny Hill Park. The view shows that the proposed development would be clearly visible and would present prominently within the view. The height of the development would be perceptible as being above that of the surrounding development however there are other taller elements visible at Block C and on the Colindale Gardens site. The presence of these existing tall buildings reduces the extent to which the proposed development would be seen as an outlier within its context.



View 4 – Proposed (wireline)

- 9.26 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 4 would be moderate and that the change would be minor adverse.
- 9.27 View 5 is another long-range view taken from Greyhound Hill looking west at the site. Again, the 21-storey element of the development would be prominent centrally within the view. Whilst visible above the horizon, officers consider that the height of the building tall above the horizon as to be unacceptably dominant or incongruous within its context.



View 5 – Proposed (wireline)

- 9.26 Based on the view above, from a townscape perspective officers consider that the magnitude of the change in View 5 would be moderate and that the change would be minor adverse.
- 9.27 The visual impact of the development must be assessed in the whole as well as in individual views and based on the above, on balance, officers consider that the scheme successfully integrates with the surrounding urban fabric in line with the requirements of criterion (ii). Where adverse impacts are identified, these are not considered to be major adverse and are outweighed by the beneficial impacts. This is most clearly evident in views 1, 2 and 3.
- 9.28 It is also important to note that the GLA are supportive of the proposed building heights and massing and note within their Stage 1 response that the height strategy represents a sound approach in terms of optimising the development potential of the site and responding to the nature of the surrounding emerging context.
- iii) A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- 9.29 There are no local viewing corridors or strategic local views which would be impacted by the development.

iv) Not cause harm to heritage assets and their setting

9.30 In terms of heritage assets, there are no listed buildings within the site however the application site is located within the proximity of the following:

- Statue of Sir Robert Peel (Grade II), which is located approximately 150m to the south-west within the Peel Metropolitan Police Training Centre;
- Police Box (Grade II), which is located approximately 420m to the west within the Peel Metropolitan Police Training Centre;
- Grahame White Hangar (Grade II), which lies approximately 210m to the north;
- Former Control Tower, Watch Office, Aircraft Factory and Factory Office Block at Hendon Aerodrome (Grade II), which lies approximately 220m to the north;
- Royal Air Force Officers Mess (Grade II), which lies approximately 430m to the west.
- Aeroville (Grade II) and Colindale Hospital Administrative Block (Grade II) located 830m and 980m to the west, respectively;
- Former Entrance Gates to The Grahame White Aviation Company Limited (Grade II); and Royal Air Force Museum (Grade II), located 465m and 500m to the north respectively;
- Church Farmhouse Museum (Grade II*) and Model Farm, The Milking Parlour (Grade II) located 850m to the south-east;
- Parish Church of St Mary (Grade II*) and the Grade II listed tombs of John Haley, Conquest Jones, John Jones, Henry Joynes, Sir Joseph Ayloffe, and Susannah Frye; the Mausoleum of Philip Rundell (Grade II); the Headstone of Thomas Thatcher (Grade II) and the Unidentified Chest Tomb 15 Metres South East of Church (Grade II), all In St Marys Churchyard located approximately 875m to the south-east; and
- Hendon Town Hall (Grade II); Hendon Fire Station (Grade II); Hendon Library (Grade II); and Icehouse at St Joseph's Convent School (Grade II) 995m; 975m, 975m and 895m to the south-east, respectively.

9.31 In addition to the listed buildings outlined above, the following conservation areas are located within the vicinity of the site:

- Hendon Church End Conservation Area is located approximately 800m to the east of the Application Site. This area has several listed and locally listed buildings with peaceful green spaces. It also has a number of important

historic buildings including St Mary's Church and Church Farm House and two public houses which create a strong rural character; and

- The Burroughs Conservation Area is located approximately 900m to the south-east of the Application Site. The area has several statutorily listed and locally listed buildings and buildings which make a positive contribution to the character and appearance of the Conservation Area.

9.32 The TVIA submitted as part of the ES identifies all of the aforementioned heritage assets within the study area. Given the location of the heritage assets identified, the separation distances from the application site and the existing character of the Beaufort Park site it is considered that the development would have a negligible impact on the setting of the heritage assets identified.

9.33 In addition, a Built Heritage Settings Assessment (BHSA) was submitted as part of the ES which considered impacts on relevant heritage assets within proximity of the site.

9.34 On the basis of the findings of the BHSA, no harm is identified to the setting of the following heritage assets:

- Statue of Sir Robert Peel;
- RAF Officers Mess and;
- Police Box, Cottenham Drive.

9.35 In terms of the Statute of Sir Robert Peel and Police Box this is on the basis that the Proposed Development would not impact on the relationship with the Metropolitan Police Training Centre which is the primary source of their significance. No harm is identified to the RAF Officers Mess on the basis that it is isolated from other structures.

9.36 The impact of the Proposed Development on these assets' settings is therefore considered to be acceptable and in accordance with policy.

9.37 'Less than substantial harm' is identified to the setting of the following heritage assets:

- Grahame White Watch Office and Hangar;
- RAF Museum.

9.38 This is on the basis that the Proposed Development, especially the tall buildings, would be visible in views towards the assets when looking south towards the Site. This would impact on how the Graham-White Watch Tower and Hangar are

experienced when walking around the RAF Museum. The Proposed Development would also appear over the top of the Graham-White Watch Office and Hangar from this angle which would detract from views looking south towards the assets. However, despite having a small impact on the setting of the assets it would not affect their overall historic or architectural interest.

- 9.39 As the Proposed Development would result in less than substantial harm to these heritage assets, it is necessary to weigh this harm against the public benefits of the development in accordance with the policies outlined above.
- 9.40 The Proposed Development provides a series of public benefits including the provision of additional homes to meet housing needs, the provision of additional affordable homes by number (70 to 125) and proportion (33% to 35%), the continued delivery of a successful masterplan development, the provision of a high quality design which responds more appropriately to the evolved Colindale context and the delivery of commercial space to provide additional amenity to local residents. In addition, the Proposed Development will deliver Mayoral and Borough CIL payments towards local infrastructure and Section 106 Obligations.
- 9.41 These are considered to constitute fundamental public benefits that are sufficient to outweigh any harm caused to the heritage assets, in accordance with the relevant statutory provisions and with national, regional and local policy requirements.
- 9.42 In addition, it is relevant to note that the ES concludes that there will be no significant impacts on these heritage assets. Whilst the Proposed Development would be visible in views looking south towards the heritage assets, this visibility would be minor and would be in the context of the existing development as part of the wider Beaufort Park masterplan.
- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm
- 9.43 As part of the ES, the applicant has provided a chapter incorporating a wind microclimate assessment (Chapter 9). The assessment takes account of baseline wind conditions then goes on to model wind conditions with the proposed development in situ.
- 9.44 The wind assessment sets out that the wind conditions modelled would be suitable for the intended use with a negligible impact shown to all of the assessed receptors during both winter and summer conditions. On this basis, no specific mitigation is required or proposed as part of the application. Officers consider the assessment is

robust and sound and thus the application would be acceptable from a microclimate perspective.

CABE/English Heritage Advice on Tall Buildings

- 9.45 As well as the Barnet DMP – DPD outlined above, the London Plan and CABE set out criteria which tall buildings should adhere to. Most of these criteria are consistent those of Policy DMO5 and in this case officers also consider that the scheme is compliant with all criteria.

Layout

- 9.46 In terms of layout, the development is predicated on the footprint of the extant consent which in turn is informed by the wider Beaufort Park masterplan. The layout of the development would maintain the seamless integration of Block D into the wider site.
- 9.47 In terms of Block D itself, officers note that the development would provide up to 11 units per core in Building D4. The GLA have raised some concern with this in light of advice set out within the Housing SPG which seeks to limit developments to 8 units per core. GLA officers have also raised some concern with the related issue of long internal corridors which have the result of increasing the proportion of single aspect units.
- 9.48 Notwithstanding the view of the GLA, officers consider that the aforementioned factors must be considered in the wider context of the development and particularly the increased housing delivery and substantial affordable housing provision. Officers recognise that a balance must be struck between maximising the development potential of a site and addressing the standards set out within the Housing SPG. In this regard, officers note that under the extant permission, 32% of homes were situated on cores with more than 8 units. The current application has reduced this by 4% to 28% whilst additionally in the extant permission there was a maximum of 10 homes per core compared to a maximum of 11 units per core within the proposed scheme. Given the baseline position and the wider benefits of the scheme, officers consider that the layout of the proposed development is acceptable.

Design and Appearance

- 9.49 The design of the development has sought to respect the existing context of Beaufort Park whilst responding to the emerging built context of surrounding developments, including Colindale Gardens with its' predominantly brick aesthetic.

Officers consider that the design of the scheme improve the appearance of the buildings over and above the extant consent by proposing a simpler and more contemporary architecture, whilst still having regard to the original principles established in the Beaufort Park masterplan. These measures include the following:

- Façade materials which create a contemporary appearance with a 'Mystique' brick that blends with existing and consented adjacent schemes including the wider Beaufort Park masterplan and Umber Court within Colindale Gardens;
- Architectural features including stacked balconies and parapets have been introduced to Building D4 to add emphasis and punctuation to its height;
- A stepped approach to the façade elevations has been adopted, using grey brick in recesses to reduce the overall perceived scale of the building;
- Hard and soft landscaping is also proposed which will continue the established character of the high-quality landscaping within Beaufort Park;
- Provision of high quality public realm within the ownership boundaries and provision of a linear park to the south of Beaufort Park Square, which ties in with aspirations for the wider Colindale area.

9.40 Officers consider that the scheme is well designed and would fit in well within its context, successfully making a visual transition between the existing Beaufort Park site and Colindale Gardens to the south.

Conclusion

9.41 Having regard to all of the above, officers consider that the principle of a tall building in this location is acceptable and in line with strategic policies. The proposed scale and massing of the development is acceptable and would ensure integrate into the surrounding urban fabric. Officers also consider that the scheme is of a high design quality and is in general accordance with London Plan Policy 7.7 and Barnet Policy DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight

10.1 The applicant has submitted a Daylight/Sunlight report from Anstey Horne within the ES (Chapter 8) which is inclusive of a full daylight assessment. The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tool is the Vertical Sky Component (VSC) and that the target

value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.

10.2 In line with BRE guidelines, it is only necessary to carry out the VSC assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- Colindale Gardens, South-east of Proposed Development
- Building E1, E7 & E8, East of Proposed Development
- Building F9, North-east of Proposed Development
- Building D1 and D2, North of Proposed Development
- Building C8 & C8a, West of Proposed Development

10.3 Given that there is an extant consent, the baseline conditions for assessment was set by the future baseline scenario (consented scheme). In light of the above, officers consider that both the scope and the methodology of the daylight assessment was appropriate. Having undertaken the assessment, the report demonstrates the following results.

Property	Daylight (VSC)
Colindale Gardens	102/113 windows in compliance (90%)
Building E1, E7 and E8	60/257 windows in compliance (25%)
Building F9	146/160 windows in compliance (91%)
Building D1 and D2	50/104 windows in compliance 48%
Building C8 and C8A	131/234 windows in compliance (56%)
TOTAL	489/848 windows in compliance (58%)

10.4 It is clear from the results set out above that the only receptors where there would be a less than 50% compliance is in Building E1, E7 and E8 (25%) and in Building D1 and D2 (48%). In assessing the acceptability of the likely daylight impacts it is important to note the extent to which the assessed windows fall below the BRE

target values. In respect of Building E1, E7 and E8, 90 of the 197 (45%) of the windows would experience VSC losses of greater than 0.6 their former value whilst 37 out of 54 (69%) windows Building D1 and D2 would also experience losses above 0.6 demonstrating only a marginal failure.

- 10.5 As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that a compliance level of 58% represents a good level of compliance in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.

Sunlight

- 10.6 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 10.7 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed:
- 10.8 The sunlight assessment considered the same properties identified within the scope of the daylight assessment, with the exception of Colindale Gardens.

Property	APSH Summer	APSH Winter
Building E1, E7 and E8	13/13 windows in compliance (100%)	13/13 windows in compliance (100%)
Building F9	49/51 windows in compliance (96%)	43/51 windows in compliance (84%)
Building D1 and D2	65/84 windows in compliance (77%)	77/84 windows in compliance (92%)
Building C8 and C8A	86/165 windows in compliance (52%)	114/165 windows in compliance (69%)

Total	227/327 windows in compliance (69%)	261/327 windows in compliance (80%)
-------	-------------------------------------	-------------------------------------

10.9 Officers consider that, in the whole, the development would achieve a good level of compliance in terms of sunlight, noting the constraints outlined above. Where there are lower levels of compliance such as in Buildings C8 and C8A, the levels are still above 50%. Again, where there are lower levels of compliance this must be balanced against the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Colindale Regeneration Area. On this basis, officers consider that the sunlight impact of the proposed development would be acceptable.

Privacy

10.10 In terms of privacy and the separation distances from neighbouring properties, it is important to note that the current application is predicated on the extant consent in terms of footprint. The separation distances from the surrounding properties are therefore consistent with the approved situation. Whilst the development would incorporate additional windows over and above the extant scheme, none of these would be located any nearer the neighbouring properties and would not create any new opportunities for overlooking of neighbouring properties.

Outlook

10.11 As set out above, the application is predicated on the extant consent in terms of footprint and thus would not project nearer to any neighbouring windows. The development would introduce additional height which would impinge the outlook from the neighbouring properties to a greater extent than the approved situation. Nevertheless, officers consider that the extent of the additional harm over and above the baseline position would not be so significant as to be unacceptable.

Conclusion

10.12 Officer consider that, in the whole, the application would be compliant with Policy DM01, Policy 7.6 of the London Plan and Policy D9 of the Draft London Plan in terms of impact on residential amenity and would not result in any significant harm to the living conditions of any surrounding occupiers.

11.0 Sustainability

- 11.1 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- Be lean: use less energy
 - Be clean: supply energy efficiently
 - Be green: use renewable energy
- 11.2 Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.
- 11.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.
- 11.4 With regards to the energy hierarchy set out within London Plan Policy 5.2, it is considered that the application is broadly in accordance. The application is accompanied by an Sustainability Statement which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme which are set out below in accordance with the hierarchy.

Be Lean

- 11.5 In terms of the 'Be Lean' criterion of the hierarchy, the development would incorporate passive design such as energy-efficient building fabric; insulation to all heat loss floors, walls and roofs; double-glazed windows; low-energy lighting; and efficient ventilation systems. All of these measures would combine to contribute to an enhancement in energy performance equal to a 10% reduction in regulated CO2 emissions .

Be Clean

- 11.6 In terms of the 'Be Clean' criterion of the hierarchy, the feasibility of supplying decentralised energy to the development was explored by the applicant. A site-wide (Block D) heat network, led by Air Source Heat Pumps (ASHP) would be implemented
- 11.7 The applicant also explored the potential for connection to a local heat network, and there are networks in nearby developments Pulse Energy Centre (operated by E.ON) or Peel Energy Centre (Redrow). Following assessment and review by the LPA, it has been established that connection to these networks is not feasible.

Be Green

- 11.8 In terms of the 'Be Green' criterion, the applicant has explored opportunities to maximise LZC technologies and options reviewed in terms of their practical, financial and technical viability in relation to the development scheme. Following this, the applicant opted to utilise ASHPs as part of the energy strategy.

Conclusion

- 11.9 Based on the energy assessment submitted, subsequently submitted details and inclusive of the all the measure outlined above, the scheme would deliver the following overall carbon dioxide emissions:

Regulated carbon dioxide savings from each stage of the energy hierarchy		
	Regulated domestic carbon savings	
	Tonnes CO2 oer annum	% reduction
Savings from energy demand reduction	39	10%
Savings from heat network / CHP	0	0%
Savings from renewable energy	173	43%
Cumulative on site savings	212	52%
Carbon shortfall	195	-

- 11.10 The carbon dioxide savings of 52% exceed the on-site target set within Policy 5.2 of the London Plan. It should be noted that within the Stage 1 response, the GLA raised numerous minor additional points, none of which affect the fundamental planning policy position with which the scheme is in compliance.

- 11.11 The development required to meet the zero-carbon target as the application was received by the Major on or after the 1st October 2016. The applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £350,384 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance and would which would be secured through the Section 106.

Other Sustainability Issues

11.12 In relation to the non-residential floorspace, the Council supports the use of Building Research Establishment Environmental Assessment Method (BREEAM) which is used to measure the environmental performance of non-residential buildings and a standard of 'Very Good' is required in all new non-residential developments. A BREEAM pre-assessment is appended to the Sustainability Statement which confirms that the office floorspace could achieve a standard of 'Very Good'. If permission were to be granted, a condition would be attached to ensure that the development achieved this standard on implementation.

12.0 Planning Obligations

12.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

12.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Affordable Housing

12.3 In accordance with policy 3.12 of the London Plan and Policies CS4, CS15 and DM10 of the Barnet Local Plan, officers recommend that the following number and mix of affordable housing unit types and sizes are secured by S106 Agreement at the application site:

Tenure	Studio	1 Bed	2 Bed	3 Bed	By Unit	By Hab
Intermediate	0	22	27	0	49 (13%)	125 (12%)
London Affordable Rent	0	15	35	26	76 (19%)	239 (23%)
Total	0	37	62	26	125 (32%)	364 (35%)

12.4 Officers also recommend that an early stage review mechanism should be included in the S106 agreement should permission be granted. This mechanism would ensure that if circumstances changed and the scheme became more economically viable, a

correspondingly appropriate additional financial contribution and/or additional affordable housing would be made to the Council. In addition, triggers would be included to ensure timely delivery of the affordable housing and to ensure that the affordable housing is retained as such in perpetuity.

Employment and Training

- 12.5 In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would be required to deliver employment and training opportunities through a Local Employment Agreement.
- 12.6 If permission were granted, the Section 106 Agreement would need secure the following minimum levels of employment output and would also set out specifically how the applicant would achieve this.

Non-Financial Obligation	Outputs
Progression into Employment (unemployed under 6 months)	9
Progression into Employment (unemployed over 6 months)	6
Apprenticeships (minimum NVQ Level 2)	16
Work Experience	20
School/College/University Site Visits	189
School/College Workshops	104
Local Labour	20%

- 12.7 The LEA would be subject to discussion with the Council and would be agreed prior to the commencement of development. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

Travel Plan and Travel Plan Monitoring

- 12.8 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into Strategic Level Travel Plans for the residential development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.
- 12.9 The Residential Travel Plan provided would be required to include the appointing of a Travel Plan Champion and the use of (financial) Travel Plan incentives (up to a

maximum of £117,900) for the first occupier of each residential unit. These incentives are discussed in further detail in the relevant section of this report but would comprise of a voucher to a minimum value of £300 per dwelling to be spent on Car Club Membership, an Oyster Card with a pre-loaded amount and/or Cycle Scheme vouchers all designed to encourage the use of more sustainable modes of transport. A contribution of £20000 would be required towards the monitoring of the Residential Travel Plan.

- 12.10 A Commercial Travel Plan would be required to be ATTrBuTE and itrace compliant to be submitted at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance. A monitoring fee of £10,000 would also be required for the commercial travel plan.
- 12.11 The monitoring contributions would enable the Local Planning Authority to continue to monitor the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.
- 12.12 In line with the incentives above, the provision of a car club and the allocation of 2 car parking spaces within the site to be provided and retained for use by the car club would also be required.

Traffic Management Order

- 12.13 The application would be required to provide £2000 funding towards Contributions towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in the CPZ to be implemented pursuant to planning permission H/05828/14 or any other CPZ within the local area. Alternative means of securing this obligation without the financial contribution may be secured through the agreement, subject to legal considerations.

Transport, Highways and Public Realm

- 12.14 Based on the transport assessment and the likely impact of the development on the nearby public transport infrastructure, mitigation would be sought through the S106 in respect of improvements to the bus stops and a contribution towards the Colindale Station upgrade. These contributions would be agreed with the Council and TFL subject to the approval of costed schemes.

Carbon Offset Contribution

- 12.15 As set out within paragraph 11.11 of this report, the development is required to meet the zero-carbon target and the applicant is therefore required to mitigate the regulated CO2 emissions through a contribution to the borough's offset fund.

12.16 Based on the formula set out within GLA guidance and based on the currently reported figures this contribution would be £350,384 which would be secured through the Section 106.

Community Infrastructure Levy

12.17 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. The Barnet CIL liability of the scheme is determined by the amount of new floorspace being provided, deducting both the social housing element which is exempt from CIL liability. The scheme would also be liable to pay the Mayoral CIL.

12.18 Taking into account both the Mayoral and Barnet CIL, the scheme would be liable for a payment of approximately £ £3,982,392 m. This would be used to fund local infrastructure projects and should be considered alongside the wider S106 package.

13.0 Flood Risk / SUDS

13.1 Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.

13.2 The application is supported by a SUDS and Drainage strategy which has been assessed by the Council’s appointed drainage consultants acting as the LLFA. In reviewing the submitted documents, it is established that the application is located within a Critical Drainage Area and as such a robust condition setting out prescriptive requirements in respect of SUDS was requested and is attached accordingly.

14.0 Contaminated Land

14.1 The London Plan states that appropriate measures should be taken to ensure that development on previously contaminated land should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface water and identify appropriate mitigation. Consequently, a Phase 1 and Preliminary Site Investigation Report was submitted as part of the application and reviewed by the Council’s Environmental Health officers.

14.2 The submitted report identifies a number of potential risks and in order to mitigate these risk, the Council’s EHO has requested that a condition be attached requiring site investigation works to be carried out prior to the commencement of development and subsequent mitigation to be implemented should it be required. Such a condition would be attached if permission were granted.

15.0 Air Quality

- 15.1 Air quality was scoped into the Environmental Statement and a chapter of the statement has been submitted in respect of this matter.
- 15.2 The scope and methodology of the Air Quality Assessment submitted as part of the ES was considered at Scoping stage and considered acceptable. Having assessed the baseline conditions and the likely impact of the development, the AQA goes on to conclude that the completed development would result in only negligible increases in NO₂ and PM₁₀. This is the same as the impact generated by the Extant Permission (2015).
- 15.3 The AQA has been assessed by the Council's Environmental Health officers who find it sound and agree with the conclusion that residents will not be exposed to poor air quality at operational phase.

16.0 Effect Interactions

- 16.1 The EIA Regulations 2017 require an Environmental Statement to describe the likely effects of development on the environment when taken cumulatively with other environmental effects and any current or prospective ('reasonably foreseeable') development in the vicinity.
- 16.2 A chapter within the ES (Chapter 10) focuses on 'Effect Interactions' as being distinct from 'Cumulative Impacts' which are assessed within each chapter with specific regard to each topic area. The cumulative impacts of the development with other committed schemes within the surrounding area have therefore been assessed as part of the previous and subsequent sections of this report.
- 16.3 In terms of effect interactions, the ES concludes that during both the works and operational phases of development that residual effect interaction would be extremely limited. Officers concur with this conclusion.

17.0 Socio-Economic impact

- 17.1 The ES also includes a chapter which considers the likely significant socio-economic effects of the Development through analysis of economic and social conditions.
- 17.2 In terms of benefits, the construction works would generate temporary construction jobs as well as full time employment opportunities within the flexible use commercial space. The assessment concludes that it is expected that development would not significantly affect the supply of and demand for school places, GP places and open space and play space. Whilst some local shortfalls are identified in terms of primary school places and GP places, the development is making a significant CIL contribution which could be used to mitigate improve local services and infrastructure.

18.0 Crime Prevention / Community Safety

- 18.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.
- 18.2 From a design and community safety perspective, the application has been subject to review from the Metropolitan Police Designing Out Crime Officers who outlined no concerns with the proposed development. It was noted however that the area suffers from relatively high crime levels in terms of anti-social behaviour and vehicle crime and as such it would be prudent to attach a condition requiring that the development achieves Secured by Design accreditation. Such a condition is attached accordingly.

19.0 Transport / Highways

- 19.1 Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Residential Car Parking

- 19.2 The London Plan sets out maximum parking standards and explanatory text provided in the parking addendum sets out that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.
- 19.4 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the on a sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
 - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
 - One-bedroom units - 1.0 to less than 1.0 parking space per unit

- 19.5 The development proposes 294 residential parking spaces at a ratio of 0.55 spaces per unit. The residential parking spaces would be provided at lower ground, upper ground and first floor level within the three storey undercroft car park
- 19.6 Whilst the wider Beaufort Park site has a ratio of 0.7 spaces per unit, officers consider that the proposed 0.55 ratio is appropriate (consequently the wider site ratio would reduce to 0.66 spaces per unit). The proposed development is located within the Colindale Regeneration Area and has a moderate PTAL of 2/3. The site benefits from frequent bus services on Aerodrome Road and is approximately a 10-minute walk to Colindale Underground station.
- 19.7 In addition to the existing sustainable travel modes outlined above, as part of the S106, significant additional sustainable transport improvements would also be secured in the form of a bus stop contribution, a contribution towards the Colindale Station upgrade as well as travel plan incentives. All of these measures are designed to provide attractive alternative transport measures and reduce reliance on the car for future residents. This is consistent with overarching sustainable transport strategy at local, regional and national level.
- 19.8 In the GLA Stage 1 response, TFL acknowledged the residential car parking ratio of 0.55 spaces per unit (0.66 across the wider site) advised that parking levels be reduced further. Notwithstanding the views of TFL, it is considered that the proposed parking ratio of 0.55 is appropriate for this location. Whilst LBB transport officers have also outlined the potential for car parking to be reduced further, officers consider that the currently proposed level of 0.55 is not significantly above the optimum level and strikes an appropriate balance. The level is also comparable to other recently permitted developments within the Colindale area.
- 19.9 Disabled parking, electrical vehicle charging points, a car parking management plan and car club spaces would be secured through condition and S106 as appropriate in accordance with relevant policy.

Cycle Parking and Cycling Accessibility

- 19.10 Cycle parking would be provided to a quantum that is compliant with London Plan policy. All of the stores have easily accessible cores within close proximity which is considered to be appropriate and would promote use.
- 19.11 Cycle stores would meet with at least the minimum standards of the London Plan and LCDS. Full details of the cycle stores would be required by condition to ensure that the design and type is appropriate.

Public Transport Impact:

- 19.12 As previously stated, the application site has a PTAL of 2/3 with several bus services running nearby as well as being a 10-minute walk from Colindale station. As a result,

the TA and subsequent addendums have also undertaken assessment of the impact of the development on this existing public transport infrastructure.

- 19.13 In terms of buses, following assessment from TFL Bus Services and based on the modal share – the impact of the development on bus services would require a contribution to pay for 2 bus shelters on Aerodrome Road. Subject to this contribution, it is considered that the impact of the development on nearby bus services would be fully mitigated.
- 19.14 With regard to Colindale LUL station, LBB and TfL in partnership with other stakeholders have developed a major station upgrade scheme for Colindale London Underground station. Work on the station is due to commence in summer / autumn 2020 and will deliver step-free access alongside increased capacity and circulation designed to cater for 2041 demand plus 30%. A funding package comprising contributions from TfL, Barnet Council and developers has enabled this. However, the scheme is not fully funded and as such TfL have requested that development not already consented, over and above that accounted for in the plans, makes proportionate contributions toward the station scheme, based on the additional number of trips.
- 19.15 The station upgrade scheme is essential to cater for planned growth in Colindale and any uplift in units, as proposed with the current application should make a commensurate contribution. On this basis, a contribution would be secured through the S106 based upon accurate trip generation figures to be provided at Stage 2 of the GLA referral process.

Servicing / Deliveries / Freight

- 19.16 It is proposed that deliveries and servicing take place from within the Beaufort Park site, and loading facilities are being provided on both sides of the development to facilitate these activities. A full A Delivery and Servicing Management Plan would be secured by conditioned.

Conclusion

- 19.17 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

20.0 Conclusion

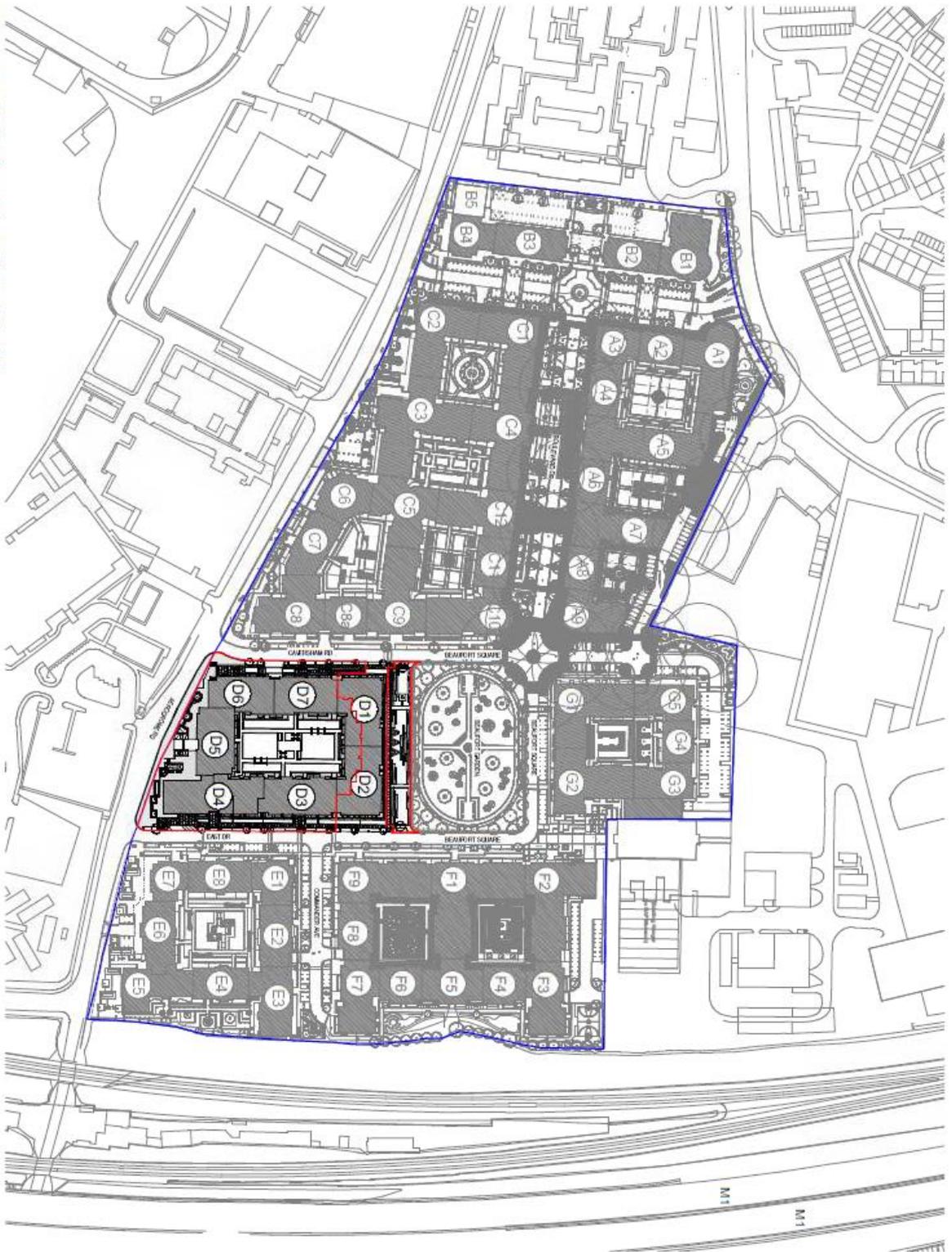
- 20.1 In conclusion officers consider that the development is acceptable having regard to the relevant local, regional and national policies.
- 20.2 The principle of development is established through the extant consent. The intensification of the consent through an uplift in residential units would not in the view of officers result in any unacceptable impacts in terms of amenity, transport

and environmental matters. Where a degree of harm would arise such as in matters of daylight/sunlight and overshadowing, this must be balanced against the wider benefits of the application and holistic view taken of the development as a whole.

- 20.3 In this regard, the development would deliver 393 homes towards the boroughs housing targets (an uplift of 156 homes over the extant scheme). The scheme would deliver 35% of the homes as affordable with 60% of the affordable provision being London Affordable Rent for which there is the greatest need in the borough. The housing delivery and particularly the affordable housing provision are significant benefits to the scheme and officers consider that these benefits outweigh the limited harm identified in amenity matters.
- 20.4 It is thus concluded that the proposed development generally and taken overall accords with the development plan. Accordingly, subject to a Stage 2 referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions set out within this report.

Appendix 1: Site Location Plan

1 Proposed Site Location Plan - D3-D7
1:1250



Appendix 2: Conditions

Condition 1 - Time limit

The development hereby permitted shall be commenced within three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

Condition 2 - Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

FINAL SET OF APPROVED PLANS TO BE LISTED

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in line with Policies DM01, DM02, DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.2, 7.5 and 7.8 of the London Plan (2016).

Condition 3 – Demolition and Construction Management and Logistics Plan

No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;

- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

Condition 4 - Delivery and Servicing Management Plan (DSMP)

Prior to the occupation of the development a Delivery and Servicing Management Plan should be submitted to and approved in writing by the Local Planning Authority. All servicing and delivery arrangements shall be carried out in accordance with the approved Plan. If changes are made a revised Delivery and Service Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 5 - Stopping Up

Prior to the commencement of the development hereby approved, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure that adequate public access is provided throughout the development.

Condition 6 – Residential Car Parking Management Scheme (CPMC)

Prior to occupation, a Residential Car Parking Management Scheme to cover C use classes shall be submitted to and agreed in writing by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose unless agreed in writing with the Local Planning Authority. The RCMPS shall include details of electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for each and every disabled space.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 7 – Cycle Parking

Prior to occupation, cycle parking and cycle storage facilities shall be provided in accordance with the approved drawings and shall be permanently retained thereafter unless agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Plan and London Cycle Design Standards, London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 8 – Air Quality Mitigation

A scheme setting out air pollution mitigation measures shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. This shall include mitigation for when air quality neutral transport and building assessments do not meet the benchmarks.

The approved mitigation scheme as set out in the WSP BEAUFORT PARK (D3 TO D7) Environmental Statement Vol 1 - Chapter 6 Air Quality, dated January 2020 shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the development does not have an adverse impact on air quality in the vicinity, in line with the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2011

Condition 9 – Contaminated Land

If any risk of harm is identified in the desktop study and Conceptual Model, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination of the site is required completion of the remediation detailed in the method statement shall be carried out on a phased basis prior to the first occupation of that phase and a report that provides verification that the required works have been carried out in respect of a phase, shall be submitted to, and approved in writing by the Local Planning Authority within three months of occupation of that phase.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 5.21 of the London Plan 2016.

Condition 10 – Noise Restriction

The level of noise emitted from the (specify machinery) plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011.

Condition 11 – Kitchen Extraction Equipment

Prior to the occupation of any commercial unit as an A3 premises, a detailed assessment for the kitchen extraction units, which assesses the likely impacts of odour and smoke on the neighbouring properties shall be carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 12 – Surface Water Drainage Strategy

Prior to the commencement of works, a detailed surface water drainage strategy report for the development has been submitted and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the

approved details before the development is completed. Surface water drainage strategy should include but not limited to:

- There are discrepancies between MicroDrainage input data and the proposed drainage layout plan. The drainage design layout plan shows a large underground attenuation storage connected to a hydrobrake manhole (S6), but the MicroDrainage design input data indicates that S6 manhole is the attenuation storage with a hydrobrake control device. The same idea has been used for the smaller underground attenuation storage.
- Assessment of the attenuation storage volumes to cope with the 100-year rainfall event plus climate change based on correct representation of design layout as explained above;
- Appropriate design rainfall i.e. Flood Estimation Handbook (FEH) design rainfall 2013, should be used. Currently, Micro Drainage outputs show Flood Studies Report (FSR) design rainfall 1975, has been used for drainage assessment.
- Confirmation of Thames Water agreement for discharge to their system and the proposed discharge rate (the existing consent dated February 3rd ,2010). Sewer Correspondence with Thames Water in Appendix C is unreadable.
- Calculation evidence of the existing rate of brownfield discharge, showing catchment area, runoff time of concentration, intensity rainfalls;
- 50% drain down time of the proposed attenuation storage volumes;
- Details of overland flood flow routes in the event of system exceedance, or blockage with demonstration that such flows can be appropriately managed on site without increasing the flood risk to occupants or neighbouring properties and its impact on the basement carpark for safe access and egress
- Assessment of the proposed drainage system during the 30-year design rainfall according to Sewer for Adoption 7th Edition using correct drainage layout (without attenuation storage or flow control structure);
- SUDS management programme and on-going maintenance responsibilities during the life of the development;
- Relevant Operation & Maintenance Plan; 12. SUDS detailed design drawings 13. SUDS construction phasing

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

Condition 13 – Lighting

Prior to occupation of the development, a detailed lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall:

- a) include details of the location, height and specification of external lights and fixtures, including the proposed installation angle of lightings fittings (which shall be selected to achieve a zero upward light ratio, in line with the applicant's Visibility and Light Pollution Study, 2019).
- b) outline the mitigation measures to minimise light spillage and glare in line the Visibility and Light Pollution Study (2019) and industry best practice ('Institution of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light GN01:2011') and ensure light is distributed so as to minimise light spillage, glare, or sky glow from affecting the surrounding residential properties and nearby UCL observatory.

The approved details shall be completed prior to occupation of the development and shall thereafter be permanently retained.

Reason: In the interests of visual amenity, community safety and to prevent light pollution and adverse impacts affecting the amenity of adjacent residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 14 – Operational Waste Management and Recycling Strategy

Prior to the first occupation of the development, a waste and recycling strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected, in accordance with Policy CS14 of the Barnet Local Plan (2012) and Policy 5.15 of the London Plan (2016).

Condition 15 – Architectural Detailing

Prior to the completion of the ground floor slab, annotated drawings/bay studies for each building elevation at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the following:

- a) materials to be used on all external surfaces of the proposed buildings - including details of the proposed brickwork, stone, metal cladding panels, specifying varied colours or tones (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- b) materials details for any other external features of the building, including render, finishes, louvres, external window or door frames, balcony balustrades, bases, underlays and supporting structures, commercial frontages and facias (including samples of materials, where appropriate which shall be provided for inspection on site by the LPA as required).
- c) windows, including:
 - I. glazing specifications
 - II. depth of window reveals
- d) privacy screens serving private amenity spaces.
- e) acoustic panels and means of enclosure serving rooftop level communal amenity spaces.
- f) colonnades and soffits – including depths and material details.

The approved details of the block to be occupied shall be completed prior to occupation.

Reason: To ensure the development is completed in line with the architectural and materials approach set out in the applicant's submitted Design and Access Statement (2019) and to ensure the scheme achieves good design in the interests of future occupants of the scheme and the character and appearance of the area, in accordance with Policies CS5, DM01, DM05 of the Barnet Local Plan (2012) and Policies 7.4, 7.6, and 7.7 of the London Plan (2016).

Condition 16 – Roof Level Structures

Prior to completion of the ground floor slab, details of any roof level structures shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of roof level plant, water tanks, ventilation/extraction equipment, flues, television reception equipment, solar photovoltaic panels, any other built structure.

The details shall include a justification for the height and size of the roof level structures, their location, height above parapet level, specifications and associated enclosures, screening devices and cladding.

The development shall be carried out in accordance with the approved details and no roof level structures shall be installed other than those approved.

Reason: In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and Policies 3.5, 7.4, 7.6 and 7.8 of the London Plan (2016).

Condition 17 - Landscaping, public realm, play space and boundary treatments

Prior to superstructure work commencing, a detailed landscaping and public realm scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following:

- a) an annotated plan showing the layout and extent and type of hard and soft landscaping.
- b) details of hard landscaping, including specifications and materials for ground level surfaces, steps, edges, ridges (including samples, where appropriate).
- c) proposed tree species, plant sizing, proposed rooting/soil volume for trees, means of planting (staking and tying of trees, including tree guards), and maintenance schedule for regular pruning, watering and fertilizer use.
- d) details of other soft landscaping and planting, including any grassed/turfed areas, shrubs, herbaceous planting areas and green walls.
- e) enclosures and boundary treatments - including the type, dimension and treatments of any walls, fences, gates, railings and hedges (and details of any temporary boundaries or means of enclosure).
- f) children's play and informal recreation features and equipment.
- g) street furniture - including the location, type, dimensions and materials of seating, lighting, wayfinding signage and public art.
- h) a statement setting out how the proposed landscaping fits in with the overarching site wide landscape strategy
- i) Brown and green roofs

The approved details shall be completed prior to occupation of the development and shall thereafter be permanently retained.

Reason: In the interests of good design and to promote urban greening, biodiversity, sustainable urban drainage and to ensure acceptable residential amenity, privacy and play space provision, in accordance with Barnet Local Plan PPolicies 3.5, 3.6, 5.10, 5.13 and 7.5 of the London Plan (2016).

Condition 18 – Replacement Trees

Any trees, hedges or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the

completion of the development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

Condition 19 – Accessible Dwellings

A minimum of 10% of all dwellings shall be built to be M4(3) adaptable wheelchair user dwellings contained within Part M volume 1 of the Building Regulations, as identified on the plans approved under condition 2. All other dwellings shall be built to requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations.

Reason: To promote housing choice for disabled and elderly households and ensure a socially inclusive and sustainable development, in accordance with Policies CS4, DM02 of the Barnet Local Plan (2012) and Policies 3.8, 7.2 of the London Plan (2016).

Condition 20 – Secured by Design

Prior to the first occupation of the relevant part of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of community safety in accordance with paragraphs 8 and 11 of the NPPF.

Condition 21 – Opening Hours

The ground floor level flexible use commercial premises, as shown on the approved drawings, shall not be open to customers other than between the hours of 0700 and 2300 Mondays to Saturdays, and 0800 to 2200 Sundays and at no other times, unless otherwise approved, in writing, by the Local Planning Authority.

Reason: To safeguard the amenities of neighboring residents and future residents of the development, in accordance with DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

Condition 22 – Sustainability Standards

The development shall achieve an 'Very Good' rating under BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) for the Shell/Shell and Core stage and an 'Excellent' rating under BREEAM Refurbishment and Fit-out 2014.

- a) Within 12 months of work starting on the development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the developer, and approved in writing by the Local Planning Authority to show that a minimum "very good" rating will be achieved.
- b) Within 3 months of first occupation of the non-residential unit within the development, unless otherwise agreed in writing, a BREEAM UK New Construction 2014 (or such equivalent standard that replaces this) Shell and Core Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the developer, and approved in writing by the Local Planning Authority to demonstrate that an "very good" rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.
- c) Prior to commencement of the fit-out of the non-residential unit within the development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 3 and 4 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to show that a minimum 'very good' rating will be achieved.
- d) Within 3 months of first occupation of a non-residential unit within the development, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 3 and 4 Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to demonstrate that an 'very good' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

Reason: In the interests of sustainable development and in accordance with London Plan Policies 5.2-5.7.

Condition 23 – Construction Times

No construction works shall occur outside of the following times unless otherwise agreed in writing by the Local Planning Authority:

- 08:00 - 18:00 hours weekdays;
- 08:00 - 13:00 hours Saturdays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

Condition 24 – Impact Piling

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for the development has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent any damage to nearby underground utility infrastructure.

Condition 25 – PD Restriction

Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The installation of any structures or apparatus for purposes relating to telecommunications or any part of the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that order.

Reason: To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies CS5 and DM01 of the Local Plan.